

The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.95



Print Publication No: 349069/00070, (ISSN 0813-6327)

November, 2001

Issue No. 212 (Vol. 18 No.11)

STATE RAIL AUTHORITY OF NEW SOUTH WALES

Sydney Yard Working

From Sunday 3 November, 1996

P. BUNKER
GENERAL MANAGER
OPERATIONS CO - ORDINATIONS
CITYRAIL

The Times

ETERNITY IS OVER!	3
EXPRESS COACH TIMETABLES FROM THE 1980S	6
ONE TIME TANGO	9
JUST THE TICKET...OR...WHEN IS A TIMETABLE NOT A TIMETABLE? LETTER	13
LEISURE RAIL	14
GRAPHIC INSIGHT #72	16

About The Times	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
The Times on-line	AATTC's home page: http://www.aatc.org.au
Editor	Geoff Lambert
Editorial Team	Victor Isaacs, Duncan MacAuslan.
Contacting the Editor	The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094 Email: G.Lambert@unsw.edu.au Phone 61 2 9949 3521; Fax 61 2 9948 7862
How to submit copy	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.
Editorial deadlines	Contributions should reach the editor by the first day of the month preceding the date of publication.
Subscriptions	Membership of AATTC is \$30 and includes subscriptions to both The Times and <i>Table Talk</i> . Individual copies of both journals are available at \$2.95 per copy from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.
Reproduction	Material appearing in The Times or <i>Table Talk</i> may be reproduced in other publications, provided acknowledgment is made of the author and includes the words "The Times, journal of the Australian Association of Time Table Collectors". A copy of the publication which includes the reference must be sent to the editor.
Disclaimer	Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

AATTC Who's who

President	Chris Brownbill	37 Grange Rd BLACKBURN SOUTH Vic 3130	(03)9803-2880
Vice-President	Graham Duffin	P.O. Box 13074 Brisbane George St. Qld 4003	(07) 3275-1833
Secretary	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Treasurer	Dennis McLean	53 Bargo St ARANA HILLS QLD	(07) 3351-6496
Auctioneer	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Distribution Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT 2094	(02) 9949-3521
Editor, Table Talk	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Membership Officer	Victor Isaacs	43 Lowanna St BRADDON ACT 2612	(02) 6257-1742
Production Manager	Graeme Cleak	PO Box 315 NUNAWADING Vic 3131	(03) 9877-4130
Promotions Officer	Bruce Cook	PO Box 563 SUTHERLAND NSW 1499	0412 845 123
Committee member	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
	Michael Smith	9/26-30 Linda St HORNSBY NSW 2077	0407 218 962
Adelaide Convenor	Robert Field	136 Old Mt Barker Rd STIRLING SA 5152	(08) 8339-2065
Brisbane Convenor	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Melbourne Convenor	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Sydney Convenor	Robert Henderson	16 Cowrang Ave TERREY HILLS NSW 2084	(02) 9486-3828

Eternity is over!

“I’ve still never seen one of the ECT time and fare sheets but hope is eternal – the search is still on” So wrote DUNCAN MACAUSLAN in his article on Why I collect timetables. But....

ETERNITY is over in as much as I have recently received photocopies of the ECT (Edinburgh Corporation Transport) timetables that formed the basis of my interest in bus timetables.

Through contact with the Edinburgh Transport Group and the associated Lothian Bus Club, I met George Balloch. On his most recent trip here, ostensibly to fly to Antarctica and back, over a beer or two I raised the topic again. “I’ve got a set!” he exclaimed.

And so a few weeks later in the mail arrived photocopies of a complete set from around August 1962. Twenty nine years is a long time and so it was quite intriguing looking at these documents and surprising in that some weren’t quite as I remembered.

There are 36 sheets in the set covering all the routes then operated by ECT. Route numbers ran from 1 to 49, plus 2A, but not using 6, 20, 21, 30, 38, and 48. Service 32 was a summer only tourist service to Edinburgh Castle Esplanade for which no timetable was published.

The standard format I remember is illustrated by the timetable for service 26 (right), one of the services which passed through Roseburn near where I lived. As can be seen, there was very little detail given in the timetable area, only run times, peak and off-peak frequencies, and first and last bus times to and from the City Centre – but not quite defining where the city centre was.

For a few, less frequent services, as illustrated by the timetable for part day service 36 a detailed timetable was provided, including the date, 8/62 in the bottom left corner. This

SERVICE No. 26

ROUTE

Clermiston (Clermiston Cres.), Drum Brae South, Corstorphine Rd., Roseburn, Haymarket, Princes Street, Waterloo Pl., Meadowbank, Piershill, High Street, Portobello, Eastfield.

FARE STAGES

1—2	3d.	5—6	7½d.
3	4½d.	7—11	9d.
4	6d.	Over 11	10d.

TIME-TABLE

Journey Time from City Centre	Frequency		
	Basic		Peak
Clermiston	Mins. 25	Mins. 12	Mins. 6
Eastfield ...	Mins. 21	Mins. 12	Mins. 6

FROM CITY CENTRE

FIRST BUS		LAST BUS		
Daily	Sun.	Wkdy.	Sat.	Sun.
5.45	8.51	11.27	11.21	10.51
6.15	9.41	11.30	11.30	11.0

TO CITY CENTRE

FIRST BUS		LAST BUS		
Daily	Sun.	Wkdy.	Sat.	Sun.
6.9	9.16	11.51	11.51	11.16
5.24	8.30	11.6	11.8	10.30

STAGES

No.

- 14 ● Clermiston Cres.
- 13 ● Drum Brae Drive (West End)
- 10 ● Glasgow Road
- 9 ● Station Road
- 8 ● Zoo Park
- 7 ● Balgreen Road
- 6 ● Saughtonhall Drive
- 5 ● Roseburn Gardens
- 4 ● Hampton Terrace
- 3 ● Haymarket
- 2 ● West End
- 0 ● Waverley
- 29 ● Regent Terrace
- 28 ● Abbey Church
- 27 ● Meadowbank
- 26 ● Willowbrae Road
- 21 ● Fishwives' Causeway
- 20 ● King's Road
- 19 ● Portobello Tn. Hall
- 18 ● Pitt Street
- 17 ● Joppa
- 16 ● Eastfield

8/62 Edinburgh Corporation Transport

SERVICE No. 36

PART DAY SERVICE ROUTE

Greendykes Road, Peffermill Rd., Prestonfield Ave., Dalkeith Road, East Richmond St., Nicolson Sq., Forrest Road, Candlemaker Row, Grassmarket, Morrison Street, Haymarket, Roseburn, Saughton-hall Drive (at Baird Drive).

FARE STAGES

1-2	3d.	5-6	7½d.
3	4½d.	7-11	9d.
4	6d.	Over 11	10d.

TIME-TABLE

Journey Time from City Centre	
	Mins.
Greendykes Baird Drive	12 15

MONDAYS to FRIDAYS ONLY

Leave Baird Drive for Greendykes Rd.		Leave Greendykes Rd. for Baird Drive	
a.m.	p.m.	a.m.	p.m.
7.45	4.00	7.20	4.35
8.00	& every 15 mins.	& every 15 mins.	& every 15 mins.
8.30	till 8.45	till 8.35	till 6.35
9.00	then 6.45	then 7.00	

* To Surgeons' Hall only.

Leave Surgeons' Hall for Baird Drive

a.m.	p.m.
7.35	5.35
& every 15 mins.	& every 15 mins.
till 8.30	till 6.30
then	

Not operated on Sats. or Sundays.

8/62 **Edinburgh Corporation Transport**

SERVICE No. 1

ROUTE (Circular)

Clermiston, Davidson's Mains, Crewe Toll, Ferry Road, Leith, Easter Rd., High St., Fountain-bridge, Gorgie, Corstorphine, Clermiston (in either direction).

FARE STAGES

1-2	3d.	5-6	7½d.
3	4½d.	7-11	9d.
4	6d.	or 11	10d.

TIME TABLE

Last Regular Service Bus	Mon.		Sat.		Sun.	
	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
First Regular Service Bus	5.25	9.27	5.37	9.30	5.6	9.23
Jour-ney Times	28	28	41	41	41	41
Frequency	Basic		Peak		Peak	
	7	4	7	4	7	4

Clermiston to Easter Rd. (via Leith) 7
Easter Rd. to Clermiston (via Leith) 4
Clermiston to Easter Rd. (via Corstorphine) 7
Easter Rd. to Clermiston (via Corstorphine) 4

STAGES

27	Leith Links
	Foot of Leith Walk or Henderson St.
26	Junction Bridge
25	Bonnington Terrace
24	Clark Road
21	Arboretum Road
20	Crewe Toll
19	Pennywell Road
18	House o' Hill Ave.
17	The Green (D. Mains)
16	Quality St. (D. Mains)
15	Clermiston Rd.(N.E.)
14	Clermiston Cres.
13	Drum Br. Dr. (W. E.)
11	South Gyle Road
10	Kirk Loan (C'phine)
9	Carrick Knowe Pky.
8	Stenhouse Cross
7	Balgreen School
6	Robertson Avenue
5	Ardmillan Terrace
4	Viewforth
3	Earl Grey Street
2	Castle Hill
1	Tron
0	Holyrood
29	London Road
28	Dalmény Street
	Leith Links
27	Foot of Leith Walk or Henderson St.

Maximum distance for 10d. fare—20 stages. and Viewforth

27	Leith Links	4
	Foot of Leith Walk or Henderson Street	
26	Junction Bridge	3
25	Bonnington Terrace	2
24	Clark Road	1
21	Arboretum Road	0
20	Crewe Toll	29
19	Pennywell Road	28
18	House o' Hill Avenue	Leith Links
	Foot of Leith Walk or Henderson Street	27

Edinburgh Corporation Transport

is the service I caught to school in the mornings around 8.05 from Roseburn Gardens to the Grassmarket (left, above). Other services with such detail were outer suburban service 40 and part-day service 46 both of which operated half-hourly.

Many of Edinburgh's routes were circular, and route 1 (right, above) is a good example showing both a different layout and the maximum 10d fare limitations. The high frequency meant that a detailed timetable was not necessary in this case. Route 1 ran the full length of the Royal Mile Edinburgh's main tourist street and then around the northern suburbs.

It was operated by single deck buses until August 1966, when low railway overbridges in Easter Road were removed and the roadway at Abbeyhill under the East Coast Main Line was lowered. Route 1 was a favourite long alternative route home after rugby practice, transferring at Clermiston to a 26 or Leith to a 12. Other sheets with the rotated timetable were for services 2/12 which were end-on linked, and 34/35 a complex balloon loop. The other circular services were 17/47 a balloon loop from the West End, 19 operating as frequently as every 3 minutes in the peak period, 24/29 a balloon loop, and

42.

The only other variation in style is shown by the sheet for service 5 (page 5), which had been extended from Piershill to Mountcastle on 29 April 1962. The sheet was typewritten rather than typeset but otherwise contained the same information as before. A similar style was used for services 24/29 and 46.

So now my Edinburgh collection is slightly more complete and teenage foolishness forgiven!

**SERVICE
No. 5**

ROUTE	No.	STAGES
MORNINGSIDE STATION, Morning- :side Road., Church Hill,	21	Magdalene Drive
Grange Road, Salisbury,	22	Niddrie Road
Nicolson St., Bridges,	23	Duddingston Road
Waterloo Pl., Meadowbank,	25	Mountcastle Grove
Northfield Broadway, Mount- :castle Drive North and South, BRUNSTANE.	26	Willowbrae Road

FARE		STAGE	
1 - 2	3d.	5 - 6	7½d.
3	4½d.	7 - 11	9d.
4	6d.	Over 11	10d.

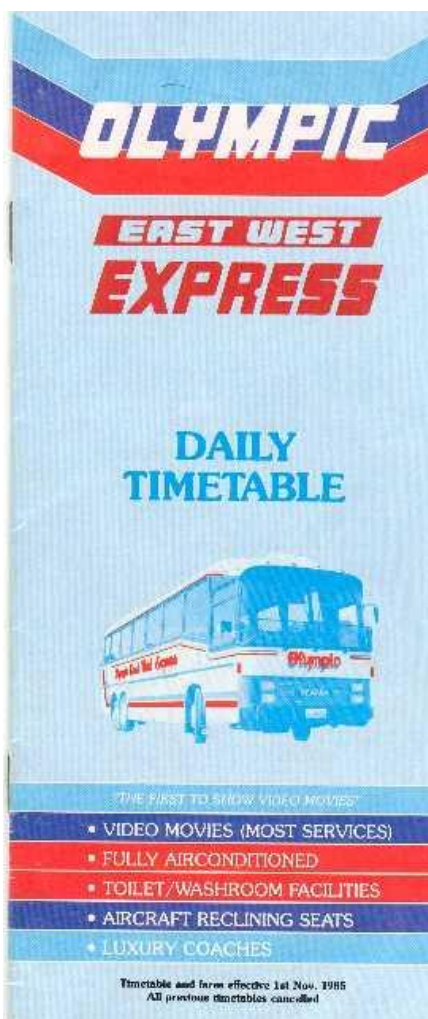
TIME-TABLE

Journey Time from City Centre		Frequency			No.	STAGES
		Basic	Peak			
					0	Post Office
Morningside	Mins 17	Mins 12	Mins 6		12	Surgeons' Hall
Brunstane	20	12	6		11	Rankeillor Street
FROM CITY CENTRE						
FIRST BUS		LAST BUS			10	Salisbury Road
Dly.	Sun.	Wkdy.	Sat.	Sun.	9	Kilgraston Road
5.52	9.36	11.30	11.30	10.59		
6.35	9.35	11.30	11.30	11.00	5	Church Hill
TO CITY CENTRE					6	Morningside Station
FIRST BUS		LAST BUS				
Dly.	Sun.	Wkdy.	Sat.	Sun.		
6.18	9.54	11.46	11.46	11.16		
5.41	9.29	11.10	11.10	10.41		

Edinburgh Corporation Transport

Express Coach Timetables from the 1980s

By **STEVEN HABY**



ADELAIDE – MELBOURNE		MELBOURNE – ADELAIDE	
SERVICE No.	541	SERVICE No.	381
Adelaide	P.M. 8.00 Coach Terminal 219 Currie St.	Melbourne	A.M. 8.30 Coach Terminal 260 Latrobe Street
Murray Bridge	9.05 Murray Bridge Travel	Melton	9.00 Golden Fleece Hotel
Tallem Bend	Arrive 9.25 Shell Roadhouse	Bacchus Marsh	9.15 Post Office
Bordertown	Depart 10.05	Ballarat	10.15 Bus Stop near Myers
Nhill	11.50 Ampol Roadhouse	Ararat	11.25 Town Hall
Horsesham	A.M. 1.15 Newsagent	Stawell	11.45 Ampol Roadhouse
Seawell	Arrive 2.05 Shell Roadhouse	Dardswells Bridge	P.M. 12.05 Golden Fleece Roadhouse
Ararat	Depart 2.45	Horsesham	12.45
Ballarat	3.10 Ampol Roadhouse	Nhill	1.15 Shell Roadhouse
Bacchus Marsh	3.35 Town Hall	Tallem Bend	2.20 Newsagent
Melton	4.45 Bus Stop near Myers	Murray Bridge	Arrive 4.40 Shell Roadhouse
Melbourne	5.35 Post Office	Adelaide	Depart 5.10
	5.55 Golden Fleece Hotel		5.30 Murray Bridge Travel
	6.30 Coach Terminal 260 Latrobe Street		6.40 Coach Terminal 219 Currie St.

ADELAIDE BOOKING OFFICE
219 CURRIE STREET, ADELAIDE, SA 5000
PHONE: (08) 212 2910 • TELEX: 57305

MELBOURNE BOOKING OFFICE
260 LATROBE STREET,
PHONE: (03) 663 4930 • TELEX: 35581

THE twelve months to June 2001 bore witness to some dramatic changes in the express coach industry in Australia, culminating in the acquisition of the troubled Greyhound Pioneer Australia operation by McCafferty's late 2000. As expected there has been some significant restructuring of the two operations. It is perhaps timely therefore to cast our minds back some 12 or so years to the mid to late 1980s and remember the dramatic rise (and even more dramatic if somewhat more protracted contraction) of the express coach industry brought about by deregulation. Remember when you could travel by VIP Express, Trailways Express, InterCapital, Intertour, Sunshine Express, Bus

Australia, Greyhound, Pioneer, Deluxe, MIA and many more.

This article will examine a selection of timetables from those heady days of the 1980s.

Olympic East West Express

This company started in the early 1980s by a group of people associated with a travel agency in the Melbourne suburb of Carnegie, which was their original Melbourne terminus. Initially a weekly service to Perth was operated with a Volvo coach and a thrice-weekly service operated to Sydney. Services on the Sydney and other runs were gradually built up to daily with the acquisition of other coaches. Full time sub-contractors owned some of

the coaches. Iovanella (Starline Coaches) of Kensington who ran suburban route 402 East Melbourne – Footscray later became involved and later VIP Express Coaches who briefly traded as Olympic VIP Express running in competition with themselves and others. The ultimate demise was the collapse of VIP Express in the late 1980s. (1)

The timetable illustrated above was published in the standard A5 booklet on light blue paper with a mixture of red, blue, white and black colours used throughout [the on-line version of The Times shows these colours—Ed.]. Of interest, the cover proudly proclaims “the first to show video movies”.

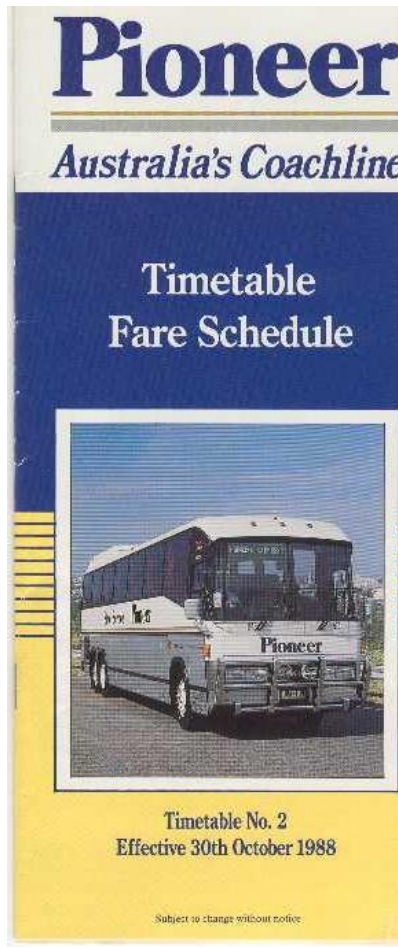
The timetable front cover shows a date of 1 November 1985 although interestingly on page three at the foot of the page the dates “9th December 1985 till 10th February 1986” are shown. This could however apply to the fares that are shown on this page although at the head of page three there is the statement “fares effective 1st November 1985”.

Page 2 and 3 contained conditions of carriage and fare information and the rear cover contains information on coach terminals. Back in 1985 it was still possible to smoke aboard coaches, as is noted in the information describing Olympic’s coach fleet.

At this stage Olympic East West Express operated services: Perth-Adelaide and return; Adelaide-Melbourne and return via the Western Highway; Sydney-Adelaide and return; Melbourne-Sydney and return with connections to Frankston and Dandenong via VIP Express courtesy bus; Sydney-Brisbane and return via the Pacific Highway and Melbourne-Brisbane and return.

The timetables are laid out in a clear and simple format with red text indicating AM times. Of note is the number of stops made at roadhouses belonging to petrol companies that have long disappeared such as Total and Golden Fleece, as illustrated on the Adelaide – Melbourne timetable shown on the right of page 6.

It is presumed that all services run daily, which is indicated as such on the cover. Examination of the service numbers assigned to each run do not quite make sense. For example the Sydney-Brisbane service is assigned service number 201 and its return working is assigned 406. Similarly Sydney-Adelaide is as-



signed 214 and the return service is given 531.

Overall it is a basic timetable with minimal information, such as no route map of services.

Pioneer

The timetable shown here dates from 30 October 1988 and is quite slickly packaged with glossy paper, colour photography throughout and detailed information. By this stage Pioneer was owned by Trailways Tourism Development Group having being acquired in May 1987. (2)

The cover of the timetable (left, top) proclaims Pioneer as “Australia’s Coachline” and a photograph of a Denning “Landseer” coach in Silver Service livery adorns the cover. Pioneer’s Silver Service was according to the publicity in the ‘table was “ultimate coach travel”. Extra refinements included specially designed seating, reading lights, magazines, pillows and blankets and chilled water. Naturally there were higher fares to pay in order to enjoy these extra features.

The timetable commences with an index to services, followed by two pages of general information. Unlike the Olympic East West Express timetable issued three years earlier, smoking had been prohibited by 1988 on all coach services, as stated in the notes. An alphabetical listing of major stops follows the general information, including the three-letter code for the town and page references in the timetable. Following on from this is the timetables. The middle of the booklet contains an Australia-wide route map and there are various advertisements outlining passes and fare information scattered throughout the booklet.

Shown here (left, bottom) is a typical timetable layout. Each table includes the stop code, the pickup points, times and fares as well as additional information.

Of interest is the indication that Greyhound operates these services, as shown by the picture of the coach in the top left hand corner and the service numbers. An incentive to travel from the South West by coach to connect to the service to Adelaide is provided only if intending passengers have booked an \$80 one-way

5 Star

- New seats or comfort seats
- Air-conditioning
- Light stop service
- Non smoking service
- Widened (upped) double decker coach

Distance: 2735 kms. Average Time: 34 hrs. Average Light stops about 2 hrs. Road stops about 2 hrs. Average Space areas under right travel

ADELAIDE TO PERTH			PERTH TO ADELAIDE		
Stop	Time	Fare	Stop	Time	Fare
01 ADELAIDE	08:00	\$	01 PERTH	08:00	\$
02 Port Wakefield	10:15	1	02 Midland	10:15	1
03 Port Pirie	12:30	2	03 Northam	12:30	2
04 Port Augusta	14:45	3	04 Merredin	14:45	3
05 Iron Knob	17:00	4	05 Oodnadatta	17:00	4
06 Renner	19:15	5	06 Kalbarrie	19:15	5
07 Koolha	21:30	6	07 Port Pirie	21:30	6
08 Ceduna	23:45	7	08 Kambalda	23:45	7
09 Eucla	01:00	8	09 Norseman	01:00	8
10 Pooch M32	03:15	9	10 Balladonia	03:15	9
11 Madura	05:30	10	11 Cadurgana	05:30	10
12 Cadurgana	07:45	11	12 Balladonia	07:45	11
13 Balladonia	10:00	12	13 Madura	10:00	12
14 Koolha	12:15	13	14 Eucla	12:15	13
15 Norseman	14:30	14	15 Pooch M32	14:30	14
16 Kambalda	16:45	15	16 Ceduna	16:45	15
17 Kalbarrie	19:00	16	17 Port Pirie	19:00	16
18 Port Pirie	21:15	17	18 Iron Knob	21:15	17
19 Oodnadatta	23:30	18	19 Renner	23:30	18
20 Merredin	01:45	19	20 Madura	01:45	19
21 Midland	04:00	20	21 Norseman	04:00	20
22 Port Wakefield	06:15	21	22 Kambalda	06:15	21
23 PERTH	08:30	22	23 PERTH	08:30	22

* Indicates meal or refreshment stop.

These services are operated in conjunction with Greyhound.

FREE CONNECTING SERVICE - SOUTH-WEST TOWNS TO PERTH
Operated by SOUTH-WEST Coaches, a company associated with PIONEER.
Subject to purchase of \$80 one way or \$160 return ticket.

SOUTH-WEST TO PERTH	PERTH TO SOUTH-WEST
Waglan River Roadhouse	Perth - West Street
Bungay Road	Rockingham St - State Street
Collie - Main Street	Rockingham St - State Street
Busselton - Victoria St - West Street	Manly Road - State Street
Dunsmuir - West Street	Manly Road - State Street
Bunbury - St. James St - State Street	Busselton - Victoria St - West Street
Merredin - St. James St - State Street	Collie - Main Street
Northam - St. James St - State Street	Bunbury - St. James St - State Street
Rockingham St - State Street	Manly Road - State Street

SYDNEY - CANBERRA		224	222	220	218	216	214	212	210	208	206	204	202	200	198	196	194	192	190
SYDNEY - CANBERRA		Fr Sat	Daily	Daily	Daily	Daily	Fr Sat	Daily	Daily	Daily	Daily	Fr Sat	Daily	Daily	Daily	Daily	Daily	Daily	Fr Sat
021	Canberra	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
022	International Airport						8:45	10:45											
023	SYDNEY		7:35	8:00	8:15	10:45	noon	1:00	3:15	3:30									
024	St Georges Bus Stop - Waterloo			8:25	8:40	11:10		1:25	3:45	4:00									
025	Yagoona			8:50		11:50	12:45	1:50	4:05										
026	Bankstown				9:10					4:20									
027	Liverpool Interchange		8:45	9:15	9:30	11:55	1:10	2:15	4:30	4:40									
028	Campbelltown				9:40					5:00									
029	Millicent			10:00	10:30	12:40	2:00	3:30	5:20	5:35									
030	Queanbeyan		10:35	11:00	11:35	1:40	3:00	4:00	6:15	6:35									
031	CANBERRA		11:45	12:00	12:15	2:55	4:50	5:00	7:15	7:35	8:30	10:00	12:30	3:00					
032	Woden									7:30									
033	Belconnen					3:30													
034	Dutagonian Hwy					4:45													

CANBERRA - SYDNEY		261	255	249	243	237	231	225	219	213	207	201	195	189	183	177	171	165	159
CANBERRA - SYDNEY		Fr Sat	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Fr Sat	Daily	Daily	Daily	Daily	Daily	Daily	Daily
035	Canberra	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
036	International Airport																		
037	CANBERRA		6:00	7:00	7:25	8:50	9:10	1:00	1:15	3:00	4:00	4:55	5:00	6:00	7:45				
038	Queanbeyan					8:20	8:50	1:00	2:00	2:15	4:00	5:10	5:55	6:00	7:00	8:45			
039	Millicent			8:15		9:15	10:10	12:00	3:00	3:15	5:15		7:00	7:15	8:00	10:00			
040	Campbelltown				10:40					5:30									
041	Liverpool Interchange			9:00		10:20	10:45	12:45	3:45	4:25	6:00	7:30	7:50	8:00	8:45	10:45			
042	Bankstown				9:10														
043	Yagoona			9:30		1:10	1:10	4:10	4:45	6:20			8:15	8:25	9:10	11:30			
044	SYDNEY		10:30	10:45	11:30	noon	2:20	5:00	5:45	7:00	8:05	9:00	9:00	10:00	11:35				

fare. This service was provided by South West Coachlines (which still operates to this day).

Pioneer in those days also operated a frequent service between Sydney and Canberra brought on by deregulation in NSW. The Canberra – Sydney table (above) shows the extent of the frequency. Note the late night departures from Sydney at 2330 arriving in Canberra at 0330 the next morning. If one wanted to travel to Queanbeyan it may have been quicker to take the train as the connection from the Canberra arrival at 1455 was timed to arrive at the NSW city at 1645 (courtesy of presumably Lever’s interurban service according to the note). Greyhound also operated a comprehensive service between these two cities and State Rail operated the XPT service so competition must have been cut-throat.

Intertour Australia

The final timetable (right) is that of Intertour Australia, a small opera-

tor by industry standards at the time, but nonetheless a major player.

Intertour Australia operated along the eastern seaboard from Melbourne to Sydney, Brisbane and Cairns. Expo 88 in Brisbane was a major impetus for expansion but like many other operators, the effects of express coach deregulation, the pilots’ strike and economic downturn saw their gradual demise.

This timetable dates from 1 April 1988 and is published in a glossy booklet format printed in the attractive colours of the operator.

An interesting marketing slogan was the phrase “Economy time saving routes” on their timetable.

Acknowledgments and references

1. My thanks to Geoff Foster and Hayden Ramsdale for providing additional notes on Olympic East West Express.
2. ‘Industry news’ in *Australian Bus Panorama* vol.2 no.1 (July 1986) p.11.

Intertour AUSTRALIA

EXPRESS TIMETABLE & FARE SCHEDULE

Melbourne — Gold Coast
Sydney — Cairns
Brisbane

ECONOMY TIME SAVING ROUTE
With connecting services to Queensland's Sunshine Coast

SYDNEY
Intertour Australia
224 R. Young Street,
Newcastle
Telephone: 081 225 1000
Fax: 081 61 1717

MELBOURNE
Intertour Australia
224 R. Young Street,
Newcastle
Telephone: 03 462 1983
464 5317
Fax: 03 462 1717

BUSINESS
Intertour Australia
224 R. Young Street,
Newcastle
Telephone: 081 225 1000
Fax: 081 61 1717

GOLD COAST
Intertour Australia
311 R. Young Street,
Newcastle
Telephone: 07 558 0000
Fax: 07 558 0000
Tel: 07 558 0000

EFFECTIVE FROM 1-4-88


One time tango

GEOFF LAMBERT examines timetables with only one time— Platform Diagrams. The cover of one appears on our own cover this month.

WHEREVER lots of trains congregate in and around large passenger terminals, special working time tables are issued. We saw extracts from one—the Great Western Railway's #2 section timetable, with its long lists of trains at Paddington's 13 platforms in an earlier edition of The Times. In the United States, large terminals such as Washington Union and Cincinnati Terminal issued their own timetables— often the terminals and surrounding railroads were under joint ownership of several roads. In Australia, the practice occurs too—at least in New South Wales and Victoria, and we illustrate several of the variations of them in this article.

From what I can see, New South Wales Railways first began issuing 'Platform Lists' and light engine timetables to match its Working Time Tables in about 1920. At least, that is when such timetables begin to appear in the archival Working Time Table collection held by NSW State Archives. In the first decade of issue, timetables were issued listing departures and arrivals from Central, light engine movements to and from Eveleigh and light engine movements to and from Enfield. Usually, but not always, new volumes of each were issued to coincide with the issue of new WTTs, which usually appeared 2 to 3 times per year in this period.

Sometimes extra editions would be slotted in between WTT issues. Illustrated below is the cover and page 4 of a combined volume of Eveleigh and Enfield light engines, showing a parade of single and coupled locomotives making their way to the station to work the afternoon and evening trains, including the interstate expresses. The column headed 'route' refers to the particular line taken by the engine: M='Main, 'S'= Suburban, etc. This timetable is interesting in that it is not an original, but a reprint published by the late, lamented Railfan Shop, which operated from under Central Station itself. Their logo identifies it in the top right hand corner.



CIRCULAR No. 262.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

TIME-TABLE

FOR

LIGHT ENGINES FROM EVELEIGH LOCO. SHEDS TO SYDNEY, DARLING HARBOUR, AND ALEXANDRIA SIDINGS,

also

Light Engines from Enfield to Various Points.

COMMENCING ON

SUNDAY, 9th JUNE, 1929.

(Time-table for Light Engines—SATURDAYS—will be issued in separate Notice.)

All concerned to send receipt by first train to "Despatch," Sydney, on printed form, in separate envelope endorsed "Acknowledgment."

C. A. HODGSON,
Chief Traffic Manager.

Sydney, 6th June, 1929.

* 25594

4

Time-table for Light Engines—continued.

Number of Engines.	Enter Engine Dive Road from Loco. Yard at—	Route.	For Trains due out at—
Via Engine Dive—MONDAYS TO FRIDAYS (Inclusive)—continued.			
One	p.m. 1 42	M.	p m 2 0 North.
Two, coupled	1 47	B.	2 5 North and 2-15 Illawarra.
One	1 55	M.	2 10 North.
One	2 2	S.	2 20 Liverpool.
Two, coupled	2 47	M.	3 2 Penrith and 3-8 South.
One	3 5	S.	3 20 Liverpool.
One	3 10	D.H.B.	3 20 L.E North Strathfield Jet.
Two, coupled	3 15	M.	3 30 North and Pilot. (Conditional.)
Two, coupled	3 49	M.	4 5 North and 4-8 South.
Two, coupled	3 52	S.	4 10 North and 4-18 Campbelltown.
One	4 4	M.	4 25 Penrith.
Two, coupled	4 9	D.H.B.	4 15 Light Engine to North Strathfield.
One	4 18	M.	4 35 Liverpool.
One (Fri.)	4 21	B.	4 38 Illawarra.
Two, coupled	4 29	M.	4 47 Richmond, and 4 58 Parramatta.
One (F.E.)	4 46	M.	5 10 Illawarra.
Two, coupled (Fri.)	4 46	M.	5 10 Illawarra and Assistant.
Two, coupled	5 1	S.	5 20 South and 5 29 Parramatta.
One	5 25	S.	5 48 Campbelltown.
One (Fri.)	6 5	B.	6 30 West.
One	6 8	M.	6 30 Illawarra.
One	6 16	B.	6 35 West.
One	6 25	S.	6 50 North.
One	6 54	B.	7 10 South.
One (Fri.)	6 57	M.	7 15 North.
One	7 2	M.	7 25 Express.
One	7 7	M.	7 27 West.
One	7 27	S.	7 47 Regent's Park.
One	7 33	S.	7 50 South.
One	7 42	B.	8 5 South Express (Conditional).
One	7 51	M.	8 10 South.
One	7 54	S.	8 17 Penrith.
One	7 58	M.	8 15 West.
One	8 15	M.	8 30 North.
One (F.E.)	8 20	B.	8 45 South (Conditional).
Two, coupled (Fri.)	8 20	B.	8 42 Liverpool, and 8 45 South (Conditional).
One	8 24	M.	8 40 South.
One (F.E.)	8 30	S.	8 57 Penrith.
Two, coupled (Fri.)	8 30	S.	8 48 Clyde, and 8 57 Penrith.
One	8 40	M.	8 55 West.
Two, coupled (F.E.)	8 43	S.	9 0 Parramatta, and 9 10 Liverpool.
One (Fri.)	8 43	S.	9 10 Liverpool.
One	8 50	M.	9 5 North.
One	9 7	S.	9 22 Campbelltown.
One	9 35	M.	9 50 West.
One	9 50	M.	10 5 South.
One	10 0	S.	10 15 Penrith.
One	10 12	S.	10 27 Liverpool.
One	10 28	M.	10 45 South.
One (Fri.)	10 35	S.	10 50 Parramatta.
One	11 13	M.	11 30 Penrith.
One	11 40	M.	11 55 Campbelltown.

FRIDAYS												21
Train No.	Arr. Time	Starting Point	Route	Plat. No.	Type Train	Forms	Plat. No.	Train No.	Dep. Time	Destination	Route	Returns at—Remarks
42	P.m. 8 25	Gosford	M	9	I.U.-6 D.D.	P.m. { 9.5 North (4 cars) } { 11.5 North (2 cars) }	12	231	P.m. 8 30	Mt. Victoria	M	I.U.-6, 2.44p.m., Sat.
↔226	9 0	Lithgow	M	5	*	{ Shunt 6.45p.m. } { West (Sun.) } { 1.5a.m. North (Sat.) } (eng.)	R.S.	PI/P7	8 37	Flem. C.S.	M	2 P.V.
A26	9 14E	Acdep	M	12	Diesel	9.42 Illawarra	7	A31	8 50E	Acdep	M	Parcels
66	9 22	Inter-Cap. Day. Exp.	M	1		{ 10.17 Acdep } (Eng. and cars)	9	159	9 5	Gosford	M	I.U.-4 D.D., 8.14a.m., (Sat.)
86	9 31	Gosford (IHO)	M	7	I.U.-10	{ 3.36a.m., Sat., } { West (4 cars) } { 9.53 P'bw/ C.S. (6) }	2	11	9 35	North Coast Mail ...	M	E.T.
10b	9 34	Penrith	M	14	E.T.	9.40 Penrith	6	49	9 40	Penrith	M	E.T.
P5	9 41	Illawarra Jctn.	M	R.S.	P.V.	10.5 Flem. C.S.	7	825	9 53E	Nowra.....	M	Diesel, 9.30a.m., Sat.
236	9 44	Nowra.....	M	8		Shunt	11	189	9 58	Mt. Victoria	M	I.U.-4, 2.44p.m., Sat.
38	10 14	Canberra-Mon. Exp.	M	4	Diesel	10.35 Acdep	R.S.	P5	10 5E	Flem. C.S.	M	P.V.
P4	10 33	Clyde	M	1	2 P.V.	10.59 Flem. C.S.	1	A33	10 17E	Acdep	M	
234	10 35	Springwood	M	5	I.U.-6	{ Forms 6.0a.m., } { North (Sat.) }	13	63	10 20	Mudgee Mail	M	
P3	10 42	Cronulla	M	1	P.V.	{ Completes } { 10.59 Flem. C.S. }	Yd.	D75	10 25	Rozelle	M	
9b	11 50	Blacktown	M	9	E.T.	Forms 1.41a.m. (Sat.)	3	9	10 30	South Mail	M	Diesel
						* Loco-hauled until further notice.	4	A19	10 35E	Acdep	M	3 P.V.
							1	P3	10 59	Flem. C.S.	M	
							11	191	11 12	Mt. Victoria	M	I.U.-4, 2.44p.m. (Sat.)
							9	163	11 15	Gosford	M	I.U.-2 D.D., 8.14a.m., (Sat.)
							10	179	11 55	Nowra.....	M	

For notes see page 2.

The timetable above is from a much later version, the 3rd March 1974 'Sydney Yard Working' book. A landscape A4 spiral-bound publication of 45 pages, this listed all arrivals and departures, matched 2 columns to a page as shown. Our sample is again for the evening and

shows the departures of 5 mail trains—Cooma Mail, North Coast Mail, Western Mail, Mudgee Mail and South Mail. All are gone now. In this version the platform, train number route and the balancing movement are all shown. For long-distance trains

arriving at Central, the latter is usually the withdrawal movement to the car sidings or servicing areas. This timetable is for a Friday, many trains lay over until Saturday morning.

Here is a public version of the same sort of thing, for the Victorian Railways' Spencer St station, A rather rare item, it was a pocket

timetable listing all departures and arrivals for Easter 1966. April 7 was 'Black Thursday'- the day before Good Friday, and

there were *four* trains to Mildura and two to Adelaide. There were also two through trains to Hamilton-normally there were none.

DEPARTURES FROM SPENCER STREET			DEPARTURES FROM SPENCER STREET		
Leave Spencer St. at	Destination and Days of running	Stopping at (also connecting Branch Line Services)	Leave Spencer St. at	Destination and Days of running	Stopping at (also connecting Branch Line Services)
NORTHERN DISTRICT - continued.			NORTH WESTERN DISTRICT AND ADELAIDE - continued.		
6.0 p.m.	SWAN HILL April 7.	Castlemaine, Bendigo, then all stations. CONNECTS Maryborough.	4.23 p.m.	BACCHUS MARSH April 6, 7, 12, 13.	Ballarat, (Ararat entrain only), Armstrong then all stations. CONNECTS Hopetoun, Linton.
6.5 p.m.	BENDIGO April 9, 11.	Sunshine, Sunbury, Clarkefield, Macedon, then all stations except Carlisle and Ravenswood. CONNECTS Maryborough, Daylesford.	5.25 p.m.	HORSHAM April 7.	Ballarat, Ararat, Stawell, Murtoa.
6.9 p.m.	BENDIGO April 7.	Sunbury, Riddell, Gisborne, Macedon, Woodend, Kyneton, Malmesbury, Elphinstone, Chewton, Castlemaine, Kangaroo Flat, Golden Square. CONNECTS Maryborough.	5.25 p.m.	BALLARAT April 12	Express to Ballarat. <i>V. W. (Green)</i>
7.5 p.m.	BENDIGO April 7.	Footscray, Sunshine, Sydenham, Diggers Rest, Sunbury, Clarkefield, Woodend, Kyneton, Taradale, Castlemaine, then all stations. CONNECTS Daylesford	5.25 p.m.	BACCHUS MARSH April 11.	Footscray, Sunshine, then all stations.
SUNDAY EXCURSION TRAINS			5.25 p.m.	BALLARAT April 6, 8, 13.	Footscray, Sunshine, then all stations except Warrenheip.
9.0 a.m.	BENDIGO Sunday	Express to Bendigo.	5.35 p.m.	BALLARAT April 7, 12.	
9.20 a.m.	BENDIGO Sunday	Footscray, Sunshine, Diggers Rest, Gisborne, Macedon, Woodend, then Kyneton to Harcourt, thence Kangaroo Flat.	6.20 p.m.	BALLARAT April 9.	
9.40 a.m.	DAYLESFORD Sunday	Footscray, Sunshine, Sunbury, Woodend, Fern Hill, Trentham, Lyonville, Bullarto.	6.25 p.m.	BALLARAT April 11.	Footscray, Sunshine, then all stations.
7.5 p.m.	BENDIGO Sunday	Footscray, Sunshine, Diggers Rest, Sunbury, Gisborne, Macedon, Woodend, Kyneton, Malmesbury, Castlemaine, Kangaroo Flat.	6.20 p.m.	BACCHUS MARSH April 6, 7, 12, 13.	
NORTH WESTERN DISTRICT AND ADELAIDE			6.51 p.m.	DIMBOOLA April 7.	Ballarat and Ararat to entrain only for Stawell, Murtoa, Horsham and Dimboola.
MELBOURNE - BALLARAT - SERVICETON - PORTLAND - MILDURA AND BRANCH LINES			7.20 p.m.	MILDURA April 7.	Ballarat entrain only, Creswick, Clunes, Talbot, Maryborough, Dunnolly, Bealiba, St. Arnaud, Donald, Watchem, Birchip, Woomeiang, then all stations. Stops also Cope Cope, Litchfield, Kinnabulla, Curya and Watchugga, to entrain, passengers for Lascelles and beyond. CONNECTS Pinnaroo.
7.50 a.m.	MILDURA April 6, 7, 12, 13.	Ballarat, Maryborough, Dunnolly, Bealiba, St. Arnaud, Donald, Watchem, Birchip, Woomeiang, Lascelles, (Turriff April 6, 13 only) Speed, Tempy, Ouyen, Hattah, Carwarp, Redcliffs, Irymple. Stops also Corio to entrain for Ballarat and beyond; Creswick, Clunes, and Talbot to entrain for beyond Donald. CONNECTS Pinnaroo April 12.	7.25 p.m.	HAMILTON April 7.	Ballarat, Beaufort, Ararat, then all stations.
8.5 a.m.	STAWELL April 11.	Footscray, Sunshine, Ballarat, Beaufort, Ararat.	8.10 p.m.	MILDURA April 8, 10, 11.	Conveys from Melbourne, Ballarat and Maryborough reserved seat and sleeping berth passengers for Ouyen, Redcliffs, Irymple, Mildura and Pinnaroo branch line. CONNECTS Pinnaroo.
8.55 a.m.	BALLARAT April 8.	Footscray, Sunshine, then all stations except Warrenheip.	9.5 p.m.	MILDURA April 7.	
9.10 a.m.	DIMBOOLA April 6, 7, 9, 11, 12, 13.	Footscray, Sunshine, then all stations to Ballarat except Warrenheip, then Beaufort, Buangor, then all stations. CONNECTS Serviceton, Portland each date; Hopetoun April 6, 9, 13, Woomeiang 9, 11.	9.5 a.m.	BALLARAT Sunday	Footscray, Sunshine, Melton, Bacchus Marsh, Ballan, Bungaree.
9.35 a.m.	DIMBOOLA April 8.	Footscray, Sunshine, Ballarat and Ararat entrain only, then all stations. May stop Trawalla, Beaufort, Buangor to entrain for beyond Ararat. CONNECTS Hopetoun, Serviceton.	7.10 p.m.	BALLARAT Sunday	Footscray, Sunshine, Melton, Bacchus Marsh, Ballan, Bungaree. CONNECTS Ararat.
10.0 a.m.	HAMILTON April 8.	Footscray, Sunshine, Ballarat, Windermere, then all stations. CONNECTS Portland.	SUNDAY EXCURSION TRAINS		
1.30 p.m.	HORSHAM April 6, 8, 12, 13.	Melton, Bacchus Marsh, Ballan, Ballarat, then all stations except Armstrong, Deep Lead, Wai Wal and Dooen. CONNECTS Maryborough, Hamilton each date; Hopetoun April 12; Donald April 6, 12, 13; Woomeiang April 8; Linton April 6, 13.	8.10 a.m.	ADELAIDE April 8.	Conveys reserved seat passengers from Melbourne, Ballarat, Ararat, Horsham and Serviceton for Walseley, Bordertown, Keith, Tailem Bend, Murray Bridge and Adelaide.
1.30 p.m.	HORSHAM April 11.	Melton, Bacchus Marsh, Ballan, Ballarat, then all stations. CONNECTS Hamilton, Hopetoun.	8.40 p.m.	ADELAIDE April 7, 11, 12.	Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhili, Kaniva, Serviceton, if required, to entrain for interstate stations. Stops also, if required, at these Victorian stations to detain passengers transferring from "Intercapital Daylight" the same day. CONNECTS Perth; Walseley to Mt. Gambier.
1.30 p.m.	DIMBOOLA April 9.	(Rockbank detain only), Melton, (Parwan detain only), Bacchus Marsh, Ballan, Ballarat, Windermere to Ararat inclusive, Great Western, Stawell, Glenorchy, Lubeck, Murtoa, Horsham. CONNECTS Maryborough.	8.40 p.m.	ADELAIDE April 6, 8, 9, 10, 13.	Conveys reserved seat passengers from Melbourne and Ballarat for Ararat, Stawell, Murtoa, Horsham, Dimboola, Nhili, Kaniva, and Serviceton and reserved seat and sleeping berth passengers for South Australia stations. CONNECTS Perth 8, 10.
1.30 p.m.	HAMILTON April 7.	Melton, Bacchus Marsh, Ballan, (Ballarat detain for Donald line only and entrain), Windermere, then all stations. CONNECTS Maryborough, Donald, Portland.	9.50 p.m.	ADELAIDE April 11, 12.	
			9.50 p.m.	ADELAIDE April 7.	Ballarat, Ararat, Stawell, Murtoa, Horsham, Dimboola to entrain for Nhili, Kaniva, Serviceton and South Australia stations except Mount Gambier line; and, if required to detain passengers transferring from "Intercapital Daylight" the same day. CONNECTS Perth.

Finally, we show a very unusual timetable, again for Spencer St and again for the same Black Thursday. This is a privately-produced spirit-duplicated departure timetable pro-

duced and distributed by AATTC's Patron and Founder, Mr. Jack MacLean. A score of railfans would gather every Black Thursday and, with Jack's timetable in their hands, assiduously

record all of the departures and arrivals. The Editor has filled out his until the departure of his own train, No. 13, the 6.20 pm railcar to Bacchus Marsh.

SPENCER STREET PLATFORM DIAGRAM EASTER THURSDAY 7 APR 00

TIME TABLE	ORIGIN/ DESTINATION		PLAT	ACTUAL		TRAIN YARD		NOTES
	ARR	DEP		ARR OR DOCK	DEP OR SHUNT	ENG NO	ENG NO	
1		3:44 WERRIBEE	8					
2		4:00 GEELONG	9					
3		4:06 WARR'BOOL	3					
4		4:23 BACCHUS	7					
5		4:25 MANSFIELD	6					
6		4:27 WERRIBEE	8					
7	4:42	DAVLES FD	6	4:34				
8		4:45 ALBURY	2					
9		4:55 DAVLESFD	10					
10		5:00 WODONGA	4		5:04	S37	7102	
11		5:10 SYDNEY	1		5:12			
12		5:10 GEELONG	5					
13		5:12 WARR'BOOL	3		5:14	B 81		
14		5:14 WOODEND	9		5:15	T 301		
15		5:18 COBRAM	7		5:19	T 301		
16		5:19 WERRIBEE	10		5:22	T 101		
17		5:25 HORSHAM	8		5:25	B 304		
18	5:27	WERRIBEE	10	5:24				
19		5:30 SEYMOUR	6	5:30	5:30	T 331	7102	
20		5:35 BALLARAT	9	5:38	5:39	B 35	6:05	
21		5:40 BENDIGO	4	5:43	5:44	B 6		
22		5:45 SYDNEY	1	5:48	5:48		3:17	
23		5:52 WARR'BOOL	3	5:54	5:54	B 78	7145	
24	5:55	MILDURA	4	5:54	6:00	6:14	7102	
25		6:00 SHAMHILL	2	5:58	6:00	6:14	7102	
26	6:02	GEELONG	10	6:05	6:05	B 74		
27		6:05 GEELONG	10	6:05	6:05	7		
28		6:07 BENDIGO	5	6:05	6:07	T 301		
29	6:10	GEELONG	3					
30		6:17 ECHUCA(ME)	7		6:17			
31		6:20 BACCHUS	6	6:17	6:20	6:20		
32		6:45 SYDNEY	1	6:50	6:50			
33		6:50 ALBURY	2	6:54	6:54			
34		6:51 DIMBOOLA	8			B		
35		WERRIBEE	8					
36		7:05 BENDIGO	5					
37		7:10 MANSFIELD	6					
38		7:20 MILDURA	4			B		
39		7:25 HAMILTON	3					Via n-h Geel(?)
40		7:28 GEELONG	9					
41		7:30 WODONGA(SHEP)	7					
42	7:31	GEELONG	8					
43	7:35	ALBURY	3					
44		8:00 SYDNEY	1					
45	8:02	WERRIBEE	9					
46		8:10 MILDURA	4					5:54
47	8:20	SYDNEY	1					
48	8:27	BALLARAT	6					
49	8:35	DIMBOOLA	5					
50		8:40 ADELAIDE	2			5:5		
51	8:53	BENDIGO	7					
52	8:56	PORTFAIRY	2					
53		9:05 MILDURA	4			B		5:54 B
54		9:25 WERRIBEE	10					
55	9:25	TOCUMNAL	5					
56	9:37	SYDNEY	2					
57		9:40 SYDNEY	1					
58		9:50 ADELAIDE	3					
59	10:15	BACCHUS EC	RMD					+10:5 MILDURA FG
60	10:45	BENDIGO EC	YARD					-10:30 SYDNEY CANG
61		10:50 SYDNEY	2					
62		11:17 GEELONG	7					
63	11:58	DAVLES FC	YARD					

Just the ticket! ...or... When is a timetable not a timetable?

DAVID HENNELL *pulls out his Sherlock Holmes magnifying glass and peers closely at a ferry ticket to find – a timetable!*

THE ferry service between Port Melbourne and Williamstown dates back to November 1854 when the Melbourne and Hobsons Bay Railway Company established a coordinated rail and steamer service between Melbourne, Sandridge and Williamstown. The ferry continued to operate after the opening of the railway from Spencer Street to Williamstown on 17th January 1859 as the combined service was generally faster than the through rail service via Footscray. Another thing in favour of the steamer service was that the rail service originated at Spencer Street. The steamer service was withdrawn on 14th November 1930, after 74 years operation.

The final operator of the ferry service was the Williamstown City Council, an organisation noted for its marine activities as it also operated the Williamstown Road ferry, a punt crossing the extreme lower reaches of the Yarra River until the opening of the Westgate Bridge in 1978. The last steamer to operate to Port Melbourne was the *SS Rosny* which entered service on this route on 8th June 1920.

Combined rail and ferry tickets (referred to by the Victorian Railways as 'rail and water' tickets) were normal rail Edmondson (or appropriate periodical) tickets but, in later years, paper check tickets were issued for exclusively ferry journeys.

The timetable (sorry, ticket) under discussion here is a 45mm x 99mm buff paper check ticket issued by the Williamstown City Council for travel between Port Melbourne and Williamstown per the *SS Rosny*.

The ticket number suggests that it was issued well into the *Rosny's* period of operation as many (most?) passengers would be travelling on through rail tickets.

Apart from the pseudo-advertisement at the bottom of the ticket, the wording on the obverse is similar to the standard wording on check tickets. However, appropriate modifications have been made to cover the specialised nature of the journey. If our passenger had followed the directions "Please destroy on landing.", the P.T.O. would have been wasted and this article would not have been written. Fortunately this was not the case and we can now turn to the reverse of the ticket.

The timetable shows 15 trips Monday to Friday and 16 on Saturday during daylight hours. Sunday saw 3 circular trips running Williamstown - Port Melbourne - Albert Park - St. Kilda - Williamstown more for the benefit of excursionists than regular travellers who would have been better off going via Footscray, at least in the down direction.

Morning peak departures from either end are as close as 30 minutes apart which suggests that the sailing time was about 10 minutes. The minimum time required for one circuit on a Sunday appears to be about 55 minutes although no one circuit is scheduled to take less than about 65 minutes. The duration of the stop at any of the 4 jetties on Sunday is quite variable as it is likely that the steaming time between any pair would be similar at all times of the afternoon.

Connections with the train at Port Melbourne involved a short walk of about 200m but one that was not under cover. The train journey to or from Flinders Street occupied 7 minutes.

For comparison, 15 minutes was allowed between Port Melbourne and Williamstown in 1912 when the service was operated by *SS Williamstown*, obviously a slower vessel.

A second vessel must have been available to operate the circular trips on Saturdays as the *Rosny* would have been fully occupied with the direct service. It seems unlikely that circular runs were provided on Christmas Day and Good Friday but the timetable suggests that they were. The second vessel would also be needed to cover maintenance periods for the *Rosny*.

As the first trip of the day is from Williamstown and the last from Port Melbourne (Port Melbourne via St. Kilda on Sunday), the steamer was berthed at Williamstown and this avoided the problem of lightly patronised placement runs.

If the steamer service were still operating (as a motor vessel or jet-cat?), Melbourne would be able to boast of a genuine public transport ferry service and the current (2001) Melbourne fare and ticket system would be even more worthwhile.

Atkinson, H. K. (1991) Suburban Tickets of the Victorian Railways, privately published, Melbourne

L. J. Harrigan The Early Private Suburban Railways of Melbourne, *ARLHS Bulletin*, December 1942, February 1943, April 1944

WILLIAMSTOWN CITY
COUNCIL

S.S. ROSNY

SINGLE TICKET
PORT MELBOURNE AND WILLIAMSTOWN
NOT TRANSFERABLE

This Ticket must be shown on demand or another Fare paid. Good only for Steamer and Trip upon which issued. Please destroy on landing.

Steamer available for Charter and Night Trips.
Rates on application to Captain of Steamer.

J. J. MULLER, MELB. P.T.O.

31499

TIME TABLE

Leave WILLIAMSTOWN

WEEK DAYS:	
A.M.	P.M.
6.45	8.50
7.20	9.20
7.50	10.30
8.20	11.30
12.30	4.30
1.30	5.5
2.30	5.50
3.30	

SATURDAYS:

Same as Week Days until 10.30
then:
11.45, 12.30, 1.10, 1.50, 2.30
3.30, 4.30, 5.10, 5.50

Leave PORT MELB.

WEEK DAYS:	
A.M.	P.M.
7.0	9.5
7.35	10.0
8.5	11.0
8.35	12.0
1.0	4.50
2.0	5.30
3.10	6.20
4.0	

SATURDAYS:

Same as Week Days until 11.0
then:
12.10, 12.50, 1.30, 2.10, 3.0
4.0, 4.50, 5.30, 6.10

SUNDAY CIRCULAR

Leave TIME TABLE
Williamstown - 2.0, 3.45, 5.20
Port Melbourne - 2.30, 4.5, 5.35
Albert Park - 2.50, 4.30, 5.45
St. Kilda - 3.20, 4.55, 6.5

Circular Trips Every Saturday
and Sunday Afternoons and all
Public Holidays.

Leisure Rail

Nemo Q Williams looks at Chris Brownbill's recent article on Leisure Rail in a slightly different light

Letter

Enclosed is a proposed timetable for Leisure Rail which Chris Brownbill analyses on page 16 of The Times August 2001. Only the Moondyner Rail Restaurant times correspond with Chris's graph: departures 1120/1855 and returns 1500/2315, from Esplanade station, which was built for the euphoria of the Americas Cup yachting in the

eighties, not currently in use, consisting of two platforms without shelter. Some other regional times do agree, let Chris look at these. Today, 10th August, was supposed to be the cut off day for shares application, but it is extended to an undecipherable handwritten date on my copy. Is this significant? Not that I want

shares, and it is interesting that Operations Manager is listed as Bill Dawson, one time manager of the Hotham Valley Tourist Railway, a popular figure in that capacity, until internal dissent caused him to leave. Incidentally, the Leisure Rail Prospectus indicates a fairly low opinion of current HVTR's image.

DEPARTURE/ARRIVAL POINTS AND TIMES

THE MOONDYNER RAIL RESTAURANT

	Lunch	Dinner
Frequency:	Thu/Fri/Sun	Wed/Thu/Fri/Sat/Sun
The Esplanade	Depart 11.20 AM	6.55 PM
Claremont	Depart 11.35 AM	7.10 PM
Perth	Depart 11.50 AM	7.25 PM

After leaving Perth's outer suburbs the train travels through the Swan and Avon Valleys, into the ruggedly beautiful Walyunga National Park.

Perth	Arrive 2.35 PM	10.45 PM
Claremont	Arrive 2.50 PM	11.00 PM
The Esplanade	Arrive 3.00 PM	11.15 PM

THE AVON-YORK DISCOVERY RAIL SERVICE

Frequency: Tue/Thu/Sat

Forward Journey		Return Journey	
The Esplanade	Depart 9.05 AM	York	Depart 2.25 PM
Claremont	Depart 9.20 AM	Northam	Depart 2.55 PM
Perth	Depart 9.35 AM	Toodyay	Depart 3.30 PM
Guildford	Depart 9.45 AM	Guildford	Arrive 4.15 PM
Toodyay	Arrive 10.40 AM	Perth	Arrive 4.35 PM
Northam	Arrive 11.15 AM	Claremont	Arrive 4.50 PM
York	Arrive 11.45 AM	The Esplanade	Arrive 5.05 PM

THE AVON/GREENHILLS RAIL RESTAURANT SERVICE

Luncheon Service

Frequency: Sat

York Depart 12 Midday
Experience a unique world class dining experience while travelling along the picturesque railway to Greenhills and return.

York Arrive 1.45 PM

THE SOUTH WEST DISCOVERY RAIL SERVICE

Frequency: Wed/Fri/Sun

Forward Journey		Return Journey	
The Esplanade	Depart 8.15 AM	Bridgetown	Depart 3.25 PM
Claremont	Depart 8.30 AM	Balingup	Depart 4.10 PM
Perth	Depart 8.45 AM	Donnybrook	Depart 4.55 PM
Burswood	Depart 8.50 AM	Armadale	Arrive 7.10 PM
Armadale	Depart 9.25 AM	Burswood	Arrive 7.35 PM
Donnybrook	Arrive 11.40 AM	Perth	Arrive 7.45 PM
Balingup	Arrive 12.25 PM	Claremont	Arrive 8.00 PM
Bridgetown	Arrive 1.10 PM	The Esplanade	Arrive 8.15 PM

THE BLACKWOOD/MANJIMUP RAIL RESTAURANT

Luncheon Service

Frequency: Fri & Sun

Bridgetown Depart 1.25 PM
Experience a unique world class dining experience while travelling along the very scenic railway to Manjimup and return.

Bridgetown Arrive 3.10 PM

THE GREAT SOUTHERN DISCOVERY RAIL SERVICE

Frequency: Forward Tue Return Wed

Tuesday to Albany	Wednesday From Albany		
The Esplanade	Depart 8.15 AM	Albany	Depart 7.50 AM
Claremont	Depart 8.30 AM	Mt Barker	Depart 8.50 AM
Perth	Depart 8.45 AM	Cranbrook	Depart 9.30 AM
Guildford	Depart 8.55 AM	Tambellup	Depart 10.00 AM
Toodyay	Depart 9.50 AM	Katanning	Depart 10.40 AM
Northam	Depart 10.25 AM	Woodanilling	Depart 11.00 AM

Continued above ▲

Continued from below ▼

York	Arrive 11.00 AM	Wagin	Depart 11.30 AM
York	Depart 11.10 AM	Narrogin	Depart 12.10 PM
Beverley	Depart 11.40 AM	Brookton	Depart 1.20 PM
Brookton	Depart 12.05 PM	Beverley	Depart 1.55 PM
Narrogin	Depart 1.15 PM	York	Arrive 2.15 PM
Wagin	Depart 2.00 PM	York	Depart 2.25 PM
Woodanilling	Depart 2.25 PM	Northam	Depart 2.55 PM
Katanning	Depart 2.45 PM	Toodyay	Depart 3.30 PM
Tambellup	Depart 3.25 PM	Guildford	Arrive 4.15 PM
Cranbrook	Depart 4.00 PM	Perth	Arrive 4.35 PM
Mt Barker	Depart 4.45 PM	Claremont	Arrive 4.50 PM
Albany	Arrive 5.45 PM	The Esplanade	Arrive 5.05 PM

THE PLANTAGANET RAIL RESTAURANT

Dinner Service

Frequency: Tuesdays

Albany Depart 7.15 PM
Experience a unique world class dining experience travelling to Kendenup and return.

Albany Arrive 10.15 PM

THE GREAT SOUTHERN DISCOVERY DAY RETURN RAIL SERVICE

Frequency: Saturdays

Forward Journey		Return Journey	
The Esplanade	Depart 7.50 AM	Cranbrook	Depart 4.00 PM
Claremont	Depart 8.05 AM	Tambellup	Depart 4.30 PM
Perth	Depart 8.20 AM	Katanning	Depart 5.10 PM
Guildford	Depart 8.30 AM	Woodanilling	Depart 5.35 PM
Toodyay	Depart 9.25 AM	Wagin	Depart 6.00 PM
Northam	Depart 10.05 AM	Narrogin	Depart 6.45 PM
York	Arrive 10.35 AM	Cuballing	Depart 7.05 PM
York	Depart 10.45 AM	Brookton	Depart 7.55 PM
Beverley	Depart 11.15 AM	Beverley	Depart 8.20 PM
Brookton	Depart 11.35 AM	York	Arrive 8.50 PM
Cuballing	Depart 12.25 PM	York	Depart 9.00 PM
Narrogin	Depart 12.45 PM	Northam	Depart 9.25 PM
Wagin	Depart 1.30 PM	Toodyay	Depart 10.00 PM
Woodanilling	Depart 2.00 PM	Guildford	Arrive 10.55 PM
Katanning	Depart 2.20 PM	Perth	Arrive 11.05 PM
Tambellup	Depart 3.00 PM	Claremont	Arrive 11.20 PM
Cranbrook	Arrive 3.30 PM	The Esplanade	Arrive 11.35 PM

Connections To/From Albany Provided by 5-Star Road Coach

COMBINED SOUTH WEST DISCOVERY RAIL & KING KARRI ROAD COACH SERVICE TO/FROM ALBANY

Frequency: Wed/Fri/Sun

The South West Discovery Service		King Karri Road Coach	
The Esplanade	Depart 8.15 AM	Albany	Depart 8.05 AM
Claremont	Depart 8.30 AM	Denmark	Depart 8.50 AM
Perth	Depart 8.45 AM	Walpole	Depart 9.45 AM
Burswood	Depart 8.50 AM	Manjimup	Depart 12.15 PM
Armadale	Depart 9.25 AM	Bridgetown	Arrive 12.45 PM
Donnybrook	Arrive 11.40 AM	Transfer To The South West Discovery Service	
Balingup	Arrive 12.25 PM	Bridgetown	Depart 3.25 PM
Bridgetown	Arrive 1.10 PM	Balingup	Depart 4.10 PM
Transfer To King Karri Road Coach		Donnybrook	Depart 4.55 PM
Bridgetown	Depart 1.15 PM	Armadale	Arrive 7.10 PM
Manjimup	Depart 1.45 PM	Burswood	Arrive 7.35 PM
Walpole	Depart 3.40 PM	Perth	Arrive 7.45 PM
Denmark	Depart 4.35 PM	Claremont	Arrive 8.00 PM
Albany	Arrive 5.20 PM	The Esplanade	Arrive 8.15 PM

Telephone enquiries: (08) 9451 5630 anytime • Website: www.leisurerail.com.au

Graphic Insight #72

By **CHRIS BROWNBIL**

Graphic Insight this month looks at the adequacy of cross-town connections provided by Public Transport operators by focusing on the suburban train services provided in Brisbane by QR Citytrain. There are eight principal suburban railway routes in Brisbane (excluding the Corinda-Yeerongpilly route), and like most suburban railways in Australia these eight lines link the suburbs to downtown quite well. But, what sort of connections are provided for the passenger wanting to start a journey on one line, and connect to another?

The graphs are based on QR Citytrain suburban public timetables dated effective 7 May 2001, and they analyse the line to line connections provided in the middle of the day on Mondays to Fridays. There is a table of graphs with each suburban line listed down the left and across the top of the grid. At the intersection of each row and column is a clock-face showing the minutes that are timetabled between the arrival at the interchange station of a train from the line on the left, until the departure of the next train for the line listed at the top. The connection stations used are: Central for all Southside lines to/from Northside lines; Roma Street for Ipswich to/from Cleveland or Beenleigh; Park Road for Cleveland to/from Beenleigh; Bowen Hills for Ferny Grove to/From Doomben, Airport, Shorncliffe or Caboolture; Eagle Junction for Airport or Doomben to/from Airport, Doomben, Shorncliffe or Caboolture; and Northgate for Shorncliffe to/from Caboolture.

The service on all lines except Doomben is one train every 30 minutes - Doomben has an hourly service. The connection times to/from Doomben are taken to be less than 30 minutes.

Statistics tell us that if the compiler paid no heed to providing convenient connections we would achieve an average 15 minute connection time. It appears the overall average is however 13.7 minutes. Note however that some lines through-run with others for operational convenience, and therefore provide a change-free ride (Ipswich-Caboolture, Ferny Grove-Beenleigh and Cleveland-Doomben) and that if these 'connections' are excluded the average is 14.9 minutes. One would have to conclude that in the timetabling of suburban trains in Brisbane, that no heed is paid to providing convenient cross-town connections.

Ironically, the Doomben line, the least well served, appears to get the best connections, whilst the flagship Airport line gets no special treatment at all!

